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# Seattle Climate Action Plan:

*Staff recommendations*

**Mayor's Green Ribbon Commission on Climate Protection**  
**December 13, 2005**

# Transportation & Land Use Actions

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1. Fully implement & accelerate the goals and timeframe for Seattle Transit Plan, including development of long term source of funding
2. Significantly expand bicycle & pedestrian infrastructure
3. Develop and lead a regional partnership to build support for implementing tolls on major highways in the Seattle metropolitan area
4. Develop & implement a pricing system that charges for vehicle entry into Seattle CBD at determined times of day

# Transportation & Land Use Actions

## *(cont.)*

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5. Implement a new commercial parking tax
6. Adopt & fully implement the Neighborhood District Strategy, including reducing parking requirements
7. Adopt and fully implement downtown zoning changes
8. Complete and implement strategies for the City's other Urban Centers that will encourage housing investment and create walkable communities

***Fully implement & accelerate the goals and timeframe for Seattle Transit Plan, including development of long term source of funding***

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- **Avoided GHG emissions:** 25,000 – 29,000 tons
- **Costs:** to implement plan, \$57 - \$73 million in annual service investment
- **Next steps:**
  - Work with Metro/Sound Transit on UVTNs
  - Determine long range funding (sales tax, City authority, local package, MVET, fares, etc.)
  - Develop West Seattle/Ballard corridor proposal
  - Coordinate with S.T. on future light rail stations

# ***Significantly expand bicycle & pedestrian infrastructure***

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- **Avoided GHG emissions:** 22,463 – 112,315 tons
- **Costs:** \$50,000/mile; doubling striped lanes ~\$1.1M
- **Next steps:**
  - Bike Master Plan and double striped lanes
  - Federal funds to prioritize pedestrian crossings
  - Sidewalk repair to connect people to transit
  - Bike racks, lockers, showers in new buildings
  - Bicycle/pedestrian set-aside
  - First pedestrian master plan

***Develop and lead a regional partnership to build support  
for implementing tolls on major highways in the  
Seattle metropolitan area***

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- **Avoided GHG emissions:** 16,847 – 50,542 tons
- **Costs:** average 4 to 13 cents/mile
- **Next steps:**
  - Work with WSDOT to do legal analysis
  - Coordinate and collaborate
  - Examine ETC methodologies
  - Financial analysis of long term capital needs
  - Ensure a portion of revenue funds transit

***Develop & implement a pricing system that charges for vehicle entry into Seattle CBD at determined times of day***

- **Avoided GHG emissions:** 6,733 – 41,597 tons
- **Costs:** \$30-\$45/week/car and free for transit; 72% companies in London believe charge is working; full costs and benefits to be determined
- **Next steps:**
  - Examine results from Puget Sound Traffic Choices Study
  - Conduct cost benefit analysis of road pricing scenarios
  - Perform high-level modeling analyses
  - Develop proposal for road pricing by 2007

# ***Implement a new commercial parking tax***

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- **Avoided GHG emissions:** 24,233 – 41,237 tons
- **Costs:** no proposed amount, but an increase in parking in Seattle; full costs and benefits to be determined
- **Next steps:**
  - Work with Downtown Seattle Association, commercial parking operators, & businesses to assess local & regional economic impacts of parking tax; develop proposal by 2007
  - Collaborate to manage and market parking at short term “meter” rates to negate impact of parking tax on short term retail trips



## ***Adopt & fully implement the Neighborhood District Strategy, including reducing parking requirements***

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- **Avoided GHG emissions:** not available
- **Costs:** not applicable
- **Next steps:**
  - Adopt Neighborhood Business District Strategy (NBDS) that enhances pedestrian-orientation, mixed-use, economic development and non-SOV mode split
  - Adopt NBDS that lowers off-street minimum parking requirements for commercial development, limits the surface parking by instituting a maximum amount allowed, eliminates minimum parking in urban centers
  - Identify and develop shared parking regulations

# ***Adopt and fully implement downtown zoning changes***

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- **Avoided GHG emissions:** not available
- **Costs:** not applicable
- **Next steps:**
  - Adopt package of downtown zoning changes that encourages greater residential densities and ample affordable housing, eliminates all parking requirements downtown, promotes non-SOV trips, and discourages single occupant driving and commuting
  - Work with Downtown Transportation Alliance to maintain and enhance downtown Seattle's economic vitality through coordinated and effective transportation strategies

***Complete and implement strategies for the City's other  
Urban Centers that will encourage housing  
investment and create walkable communities***

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- **Avoided GHG emissions:** not available
- **Costs:** not applicable
- **Next steps:**
  - DPD should complete policy development and regulatory proposals for South Downtown, South Lake Union, University District and Northgate

# Energy Actions

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1. Appliance efficiency standards (no action necessary – already underway)
2. SCL: Maintain zero net GHG emissions
3. Maximize cost effective natural gas energy efficiency
4. Update State energy code to improve & lock in energy savings improvements

## ***Maintain SCL at zero net GHG emissions & meet load growth through conservation & renewables***

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- **Avoided GHG emissions:** 200,000 metric tons
- **Mitigation Costs:** currently < than \$4/ton.  
Long term costs depend on whether a regulated market for carbon develops in the US
- **Conservation & renewables costs:** cost effectiveness and program goals set in the IRP
- **Next steps:**
  - IRP (2007) sets conservation targets & amount of new power needs. IRP process may result in reduced GHG footprint.

# ***Maximize cost effective natural gas energy efficiency***

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- **Avoided GHG emissions:** 27,498 – 105,140 tons
- **Costs:** Costs are shared by PSE and customers. PSE determines cost effectiveness based on IRP.

## ***Next steps:***

- Achieve greater savings than currently projected by PSE through improved City/PSE collaboration and other partnerships (e.g., BOMA.)

# ***Update State energy code to improve & lock in energy efficiency improvements, particularly in the residential sector***

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- **Avoided GHG emissions:** not known
- **Costs:**
  - Code changes are evaluated for cost effectiveness (note: this does not currently include the cost of carbon).
  - First costs may add to cost of new construction but pay back over time in avoided energy costs

## ***Next steps:***

- The City works to ensure that the 2006 code update improves residential energy efficiency.

# ***Vehicles: Improve average fuel efficiency of vehicles in Seattle***

1. Develop and implement a fuel conservation program
2. Improve fuel efficiency of Seattle taxis.
3. Increase use of car sharing programs



## ***Develop and implement a fuel conservation program***

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- **Avoided GHG emissions:** minimum 10,000 tons, likely to be higher
- **Costs:** Part of information/outreach program which is scaleable to available resources.
- ***Next steps:***
  - Create partnership of City, PSCAA, Port of Seattle, etc; develop program to reach all major fleets & consumer intervention points (e.g., auto repair shops.)
  - Develop fleet incentives – such as positive PR.

# ***Improve fuel efficiency of Seattle taxis***

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- **Avoided GHG emissions:** 10,750 tons
- **Costs:** New hybrids are more expensive to taxi owners but operating cost savings offset initial costs.
- ***Next steps:***
  - The City, County, Port & taxi companies should convene to restructure taxi regulation and eliminate deadheading.
  - The City should create an incentive for hybrid taxis, e.g., new medallions.

# ***Increase use of car sharing programs***

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- **Avoided GHG emissions:** 1100 tons
- **Costs:** Minimal, mostly improved signage and enforcement
- ***Next steps:***
  - SDOT provides better signage
  - Make links to other education outreach initiatives.

# ***Fuel: Use all cost effective alternatives to fossil fuels***

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- **Action:** *Maximize use of biodiesel*
- **Avoided GHG emissions:** 185,440 tons
- **Costs:** Currently, retail B20 is ~ \$.45/gal more than petroleum diesel but petroleum diesel price is forecast to increase. There are both federal and state tax incentives for producers and retailers.
- **Next steps:**
  - Develop partnership program and do targeted outreach to fleets; the same partnership should closely align itself with economic development interests.

## ***Climate protection: principles for local state and regional action***

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- **The State of Washington needs explicit GHG reduction goals, timetables and binding limits.**
- **The State, in collaboration with municipal, business and community leaders, should develop or participate in a flexible, market based system of tradable allowances among major emitters.**

# ***Policy principles, cont.***

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- The State should set targets & incentives for energy utilities to steadily increase investments in energy conservation & renewable resources; energy utilities need clear and consistent signals from local & state regulatory boards.
- The State and all levels of government should include an analysis of CO<sub>2</sub> impacts in all major planning initiatives and capital improvement projects.

## ***Policy principles, cont.***

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- State transportation funding rules, regulations and policies should be revised to allocate a greater share of funding to improving non-SOV transportation projects.

# Community Mobilization

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- **The Mayor and the Commission should sponsor and organize a 4-6 week process (February-March 2006) to gather public input into Seattle Climate Action Plan**
- **The City should lead a partnership with the Clean Air Agency, King County, Climate Solutions and the 50 largest employers to develop, fund and implement a long-term climate protection outreach campaign**



# Partnership w/50 Top Employers

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- **The City must continue and expand its efforts to reduce and/or offset emissions from City operations**
- **Draft the Seattle Climate Partnership Agreement and secure participation commitments from the city's 50 largest employers**

# Mitigation & Funding (1)

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- Action: Purchase carbon offset projects to meet remainder of Kyoto target
- Avoided GHG emissions: N/A
- Costs: Depends on tons offset and costs per ton, e.g., 100,000 tons @ \$4/ton = \$400,000
- Next steps:
  - Calculate/decide on tons to be offset
  - Develop and implement a Community Greenhouse Gas Mitigation Program modeled on Seattle City Light's

# Mitigation & Funding (2)

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- Action: Develop new source(s) of funding to finance the purchase of offset projects and other unfunded climate solutions
- Avoided GHG emissions: N/A
- Costs: Minimal
- Next steps:
  - Mayor should appoint a Climate Funding Task Force to develop specific financing recommendations by the end of 2006